

<b>Examiner-Initiated Interview Summary</b>	<b>Application No.</b>	<b>Applicant(s)</b>	
	10/601,936	RATLIFF, BILLY JOE	
	Examiner Steven D. Maki	Art Unit 1733	

**All Participants:**

(1) Steven D. Maki. (3) \_\_\_\_\_.

(2) Nancy Krawczyk. (4) \_\_\_\_\_.

**Date of Interview:** 27 January 2006

**Time:** \_\_\_\_\_

**Type of Interview:**

Telephonic  
 Video Conference  
 Personal (Copy given to:  Applicant  Applicant's representative)

Exhibit Shown or Demonstrated:  Yes  No

If Yes, provide a brief description:

**Part I.**

Rejection(s) discussed:

103

Claims discussed:

1, 3-17

Prior art documents discussed:

Japan 919, Japan 513 and Europe 971

**Part II.**

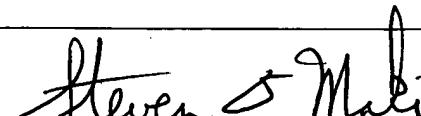
**SUBSTANCE OF INTERVIEW DESCRIBING THE GENERAL NATURE OF WHAT WAS DISCUSSED:**

See Continuation Sheet

**Part III.**

It is not necessary for applicant to provide a separate record of the substance of the interview, since the interview directly resulted in the allowance of the application. The examiner will provide a written summary of the substance of the interview in the Notice of Allowability.

It is not necessary for applicant to provide a separate record of the substance of the interview, since the interview did not result in resolution of all issues. A brief summary by the examiner appears in Part II above.



(Examiner/SPE Signature)

(Applicant/Applicant's Representative Signature – if appropriate)

Continuation of Substance of Interview including description of the general nature of what was discussed: On 1-26-06, Examiner acknowledged that Japan 919's false land parts (chamfers) do not circumferentially overlap. However, examiner noted that the pseudo land portions (chamfers) of Europe 971 circumferentially overlap in figure 1 and that the rib side is gradually exposed in the embodiment shown in figures 5a-5c. Examiner acknowledged that the illustrated recessed parts (chamfers) in Japan 513 do not overlap, but noted that the recessed parts (chamfers) can overlap since they have a length L1 of 10-50% the length Lo of the footprint. Examiner proposed amending claims 1 and 16 to recite --wherein the laterally extending edges and circumferentially extending edges contact the ground when the tread is new and not worn and wherein the axially outermost edge of the chamfer relative to the equatorial plane of the tire is convexly curved relative to the centerline of the rib--. Examiner noted that support for this subject matter is found in paragraph 18 of the original specification and figures 1 and 6-9. On 1-27-06, applicant's representative faxed proposed amended claims to the examiner. See Interview Summary Attachment A. With respect to proposed amended claims, Examiner and applicant's representative agreed to modify the proposed amended claims 1 and 16 by changing "the axially outermost edge of the chamfers relative to the equatorial plane of the tire" to --the outer edge of each chamfer-- to make it clear that claims 1 and 16 are not limited to the rib being on the equatorial plane. Examiner also proposed providing literal antecedent basis for the proposed claim language in the specification, correcting minor informality in claim 12 and paragraph 11 of the specification and changing the title. Applicant's representative agreed to the changes in the examiner's amendment.

## Interview Summary Attachment A

# The Goodyear Tire & Rubber Company

Akron, Ohio 44316-0001

Fax: (330) 796-9018

### Facsimile Transmission

This transmittal is strictly intended for delivery only to the person listed below. It may contain confidential or privileged information, the disclosure of which is prohibited. If you have received this facsimile and are not the intended recipient, you are hereby notified that the copying, distribution, or other unauthorized use of this communication is prohibited. If you have received this communication in error, please notify us immediately by telephone to arrange for return of the document.

TO:

Name . . . . . Steven Maki  
Company . . . . .  
City, State . . . . .  
Fax Number . . . . . 8-571-273-1221

FROM:

Name . . . . . Nancy T. Krawczyk  
Department . . . . . Patent & Trademark Department  
Voice Number . . . . . 330 796-6366

### Message or comment

---

re: 10/601,936

Mr. Maki

I have reviewed your proposed amendments with the responsible Goodyear engineer, and the content of the proposal is acceptable.

To make the claim language flow a little better, I have the attached proposal, adjusting where the new language is inserted into the claims.

If this is acceptable, you have my authorization to do a formal examiner amendment, or I am more than happy to fax this proposal into the regular fax number as an official Applicants amendment to the application.

thank you  
Nancy Krawczyk  
Reg No 38,744

---

Date and time of transmission:  
Number of pages: 06  
Call-back requested? No

Friday, January 27, 2006 11:15:42 AM  
(Including this cover page.)

IN THE UNITED STATES PATENT AND TRADEMARK OFFICE

Applicant: Billy Joe Ratliff, Jr.	)	Confirmation No. 7817
For: TIRE TREAD	)	Docket No. DN2003097
Serial No. 10/601,936	)	Art Unit: 1733
Filed: June 23, 2003	)	Examiner: Steven D. Maki
Mail Stop Amendment Commissioner for Patents P.O. Box 1450 Alexandria, VA 22313-1450		I hereby certify that this correspondence is being deposited with the United States Postal Service as first class mail in an envelope addressed to: Mail Stop Amendment, Commissioner for Patents, P.O. Box 1450, Alexandria, VA 22313-1450, on

---

(Date of Deposit)

(Signature)

(Date of Signature)

AMENDMENT UNDER 37 C.F.R. § 1.111

Dear Sir:

In response to the Office Action mailed on August 18, 2005, please amend the above identified patent application without prejudice as directed on the following pages:

AMENDMENTS TO THE CLAIMS

1. (currently amended) A pneumatic tire comprising a tread and shoulders adjacent the tread, the tread comprising at least one circumferentially extending rib, the rib having opposed sides, laterally extending edges and circumferentially extending edges, the laterally extending edges and circumferentially extending edges contacting the ground when the tread is new and not worn, wherein, circumferentially extending from the laterally extending edges and extending along the circumferentially extending edges, and connected to the rib are chamfers, the axially outermost edge of the chamfers relative to the equatorial plane of the tire is convexly curved relative to the centerline of the rib, the chamfers on opposed sides of the rib being circumferentially overlapping, and wherein, as the chamfers extend along the circumferentially extending edges, the rib side is gradually exposed, and the rib having a plurality of sipes with a density of two to eight sipes per inch (0.78 - 3.15 sipes per cm).
2. (canceled)
3. (currently amended) The tire of claim 1 wherein each chamfer [[and]] decreases in width from the laterally oriented edge to the circumferentially adjacent laterally oriented edge.
4. (original) The tire of claim 1 wherein the radial height of the chamfer decreases from the laterally oriented edge to the circumferentially adjacent laterally oriented edge.
5. (original) The tire of claim 1 wherein the axially outermost edge of the chamfer, relative to the equatorial plane of the tire, gradually increases in height while the axially innermost edge of the chamfer gradually decreases in height.
6. (previously presented) The tire of claim 3 wherein the laterally oriented edges on each side of the rib are circumferentially offset from the laterally oriented edges on the opposing side of the rib.

7. (original) The tire of claim 1 wherein the sipes are comprised of at least two inclined portions.
8. (original) The tire of claim 1 wherein the rib is located on the equatorial plane of the tire.
9. (original) The tire of claim 1 wherein the tread is comprised of at least three of the chamfered ribs.
10. (original) The tire of claim 1 wherein at least one of the chamfered ribs are located on each side of the equatorial plane of the tire.
11. (original) The tire of claim 1 wherein the tread is comprised of at least two adjacent chamfered ribs and the laterally extending edges of the adjacent ribs are aligned to form a straight line.
12. (original) The tire of claim 1 wherein the tread is comprised of at least two adjacent chamfered ribs and the chamfers in the adjacent ribs are circumferentially overlapping by a length of 5 to 75 of the greatest circumferential length of the chamfers.
13. (original) The tire of claim 1 wherein the laterally extending edges are inclined at an angle in the range of 45° - 90° relative to the equatorial plane of the tire.
14. (original) The tire of claim 1 wherein the circumferentially extending edges of the rib are inclined in the same direction, parallel to one another.
15. (original) The tire of claim 1 wherein the circumferentially extending edges of the rib are inclined at the same angle relative to the equatorial plane but in opposing directions.
16. (currently amended) A pneumatic tire comprising a tread and shoulders adjacent the tread, the tread comprising at least one circumferentially extending rib, the rib having opposed sides, laterally extending edges and circumferentially

extending edges, the laterally extending edges and circumferentially extending edges contacting the ground when the tread is new and not worn, wherein, circumferentially extending from the laterally extending edges and extending along the circumferentially extending edges, and connected to the rib are chamfers, the axially outermost edge of the chamfers relative to the equatorial plane of the tire is convexly curved relative to the centerline of the rib, the chamfers on opposed sides of the rib being circumferentially overlapping, and wherein, as the chamfers extend along the circumferentially extending edges, the rib side is gradually exposed, and  
the rib having a plurality of sipes with a density of two to eight sipes per inch (0.78 - 3.15 sipes per cm) wherein the sipes extend laterally into the chamfers.

17. (new) The tire of claim 1 wherein the circumferentially extending edges of the rib are inclined at an angle greater than  $0^\circ$  but not more than  $30^\circ$  relative to an equatorial plane of the tire.

**REMARKS**

In light of this amendment, Applicants believe all of the claims now pending in the subject patent application are allowable. Thus, the Examiner is respectfully requested to allow all pending claims.

Respectfully submitted,

---

Nancy T. Krawczyk- Reg. No. 38,744  
Attorney for Applicants

The Goodyear Tire & Rubber Company  
Department 823  
1144 East Market Street  
Akron, Ohio 44316-0001  
Telephone: (330) 796-6366  
Facsimile: (330) 796-9018